

surroundings. The C.P.R. engineers travelled in the same stages, and opened the way for lively times with the company. Men, money and mails, were carried to where the work was progressing, about a million a year in money alone being carried from Yale up the road for Onderdonk during the construction of the railway. Besides these large amounts, from 1864 to the present time the company has carried all the treasure shipped from Cariboo, monies for local and Dominion governments, banks and private businesses, and never yet has a shipper lost a cent, although the stage has been robbed three times in six years,—the company making good the amount taken.

Owing to the building of the railway the headquarters of the company were moved from Victoria to Ashcroft, the present terminus of the route, from whence the stages run regularly to all points north as before mentioned. The little mail that goes into "the great lone land" of the Peace River is carried from here to Quesnelle, and thence by packers to its destination. Stages run three trips a week to Clinton; once a week from Clinton to Lillooet; and once a week from Ashcroft to Barkerville. The stages now carry between \$200,000 and \$300,000 a year, and when the large enterprises now under way in Cariboo are got in running order this amount will be greatly augmented. During the past year the passenger traffic has been larger than for a long time, and it is evident the country to and through which the route runs is attracting more attention. That it is a country of wonderful resources is apparent to all who have journeyed through it, and the new blood going into it will make a change for the better in the near future.

The mail service through this country is excellent, considering that only one stage a week travels each way. The settlers who are in some places a distance of 30 miles from the Post Office get their mails regularly as those who live in the villages. They are accommodated from way bags, the mail being placed in boxes stationed along the road at points nearest their homes. Good as the service is it should be better in a country settled as well as that along the Cariboo and Lillooet roads. This can only be done by increasing it to a bi-weekly instead of a weekly service. Should the district representatives at Parliament lay this matter before the Government in its proper light they should have no difficulty in securing this right.

While the B. C. Express Co. is one of the biggest business concerns in the country, and does business on principle; it is directly in many ways a great benefit to the country. The number of men and horses it employs do not live on air and the vehicles, harness and the stables along the road are a considerable item. A hundred tons of grain alone are consumed in a year, from which 1½c. to 3c. per pound is paid; which good prices and a home market naturally encourage farmers to grow grain. Then from \$22 to \$60 a ton is paid for hay, and it costs from \$3 to \$4 to shoe a horse. At the 134 Mile House the company have repair, woodwork and blacksmith shops, but the work done by these is only a small proportion of the whole amount. The cost of the road equipments, horses,

coaches, stables, etc., totals \$60,000; while the annual running expenses amount to \$50,000.—*Kamloops Sentinel.*

James Russell Lowell's Ideal of Journalism.

"I know of no so responsible position as that of the public journalist. The editor of our day bears the same relation to his time that a clerk bore to the age before the invention of printing. Indeed, the position which he holds is that which the clergyman should hold even now. But the clergyman chooses to walk off to the extreme edge of the world, and to throw such seed as he has clear over into that darkness which he calls the Next Life. As it next did not mean nearest, and as if any life were nearer than that immediately present one which boils and eddies all around him at the caucus, the ratification meeting, and the polls: Who taught him to exhort men to prepare for eternity, and for some future era of which the present forms no integral part? The furrow which Time is even now turning runs through the Everlasting, and in that must he plant or nowhere. Yet he would fain believe and teach that we are going to have more of eternity than we have now. This going of his is like that of the auctioneer on which *gone* follows before we have made up our minds to bid—in which manner, not three months back, I lost an excellent copy of Chappelow on Job. So it has come to pass that the preacher, instead of being a living force, has faded into an emblematic figure at christenings, weddings and funerals. Or, if he exercises any other function, it is keeper and feeder of certain theological dogmas, which, when occasion offers he unkennels with a *staboy!* 'to bark and bite as 'tis their nature to,' whence that reproach of *odium theologicum* has arisen.

"Meanwhile, see what a pulpit the editor mounts daily, sometimes with a congregation of fifty thousand within reach of his voice, and never so much as a nodder, even, among them. And from what a Bible can he choose his text—a Bible which needs no translation, and which no priestcraft can shut and clasp from the laity—the open volume of the world, upon which, with a pen of sunshine or destroying fire, the inspired Present is now writing the annals of God! Methinks the editor, who should understand his calling, and be equal thereto, would truly deserve that title which Homer bestows upon princes. He would be the Moses of our nineteenth century; and whereas the old Sinai, silent now, is but a common mountain stared at by the elegant tourist and crawled over by the hammering geologist, he must find his tables of the new law here among factories and cities in this Wilderness of Sin (Numbers xxxiii 12) called Progress of Civilization, and be the captain of our Exodus into the Canaan of a truer social order."

The C.P.R. and Imperial Troops.

The first Imperial transport train passed through Winnipeg on the evening of December 7th. The train was made up of six colonist sleeping cars, a palace car, mess car and baggage car, and there was on board the officers and men of the H.M.S.'s "Champion" and "Pleasant," which have been in commission for

three years on the Pacific station. The crews had been relieved, and were en route home to England.

There were 246 men in all. One of the officers was heard to remark that "Canadians should congratulate themselves, in fact all British subjects should be proud, that they possess under their own flag a railway capable of transporting our troops across the continent not only expeditiously but with safety and comfort when necessity arises, such as in the event of war."

This is the first time that the admiralty have availed themselves of the new route for transporting relief crews, they having formerly performed the service by troopships via Panama, and it is hoped that the present experience will induce them to adopt the Canadian route in future. It is needless to say that all were delighted with the scenery in the Rocky Mountains, which one of the most enthusiastic of the officers pronounced the finest in the world.

Startling the British Public.

"The Canadian Pacific Railway authorities in this country," says a London, England exchange, "are determined to startle the British public. The exhibit car which Mr. Archer Baker is sending throughout the south-western counties of England is evoking marked astonishment in the rural districts; and even when the 'country cousin' comes up to town, as he is doing this week in such large numbers for the cattle show, Mr. Baker seizes his attention by the display of two enormous and remarkably life-like paintings of harvesting and team-threshing on the prairie. The Canadian Pacific offices in King William Street stand at one of the pivotal points of the city, and the crowds to be seen gazing at the paintings throughout the day bear witness to the widespread interest awakened. 'Don't look much like Siberia,' said one countryman as he gazed at the picture of the golden grain fallen before the harvester, while not a little surprise is expressed at the extensive use of machinery in prairie farming."

This is only one of the many plans which the C.P.R. are taking to advertise Western Canada abroad.

At a general meeting of the Hudson's Bay Company shareholders held in London, Eng., recently it was shown that there had been a considerable falling off in the company's land sales for the seven months ending the 31st of October last. This was more especially in town lots.

WACHORN'S GUIDE, for January, is to hand recording all changes in travel and business tables for the current month. A number of new post offices are shown as opened and others are changed; alterations in mail stage service; the newly appointed officials of municipalities for Manitoba and the Northwest; the dates of county court sittings for 1892; the Atlantic steamship sailings; express office rates per 100 pounds to points on the Northern Pacific railway; a calendar for 1892; besides the usual maps of Winnipeg and Manitoba, and general tables of interest, dealing with military, ecclesiastical, masonic, judicial, financial, land registration, legislative, tariff and license matters.